

WEATHER FORECAST.

Showers and somewhat warmer to-day; to-morrow cooler.

NO. 2025.

WASHINGTON, D. C., MONDAY, APRIL 22, 1912.

ONE CENT.

FIND 64 BODIES WHERE TITANIC WENT DOWN

CABLE STEAMER SENT OUT TO GET REMAINS OF HEROES AND HEROINES FINDS SIXTY-FOUR FLOATING IN SEA

Wireless Dispatch Received from Steamship Mackay Bennett, Chartered by White Star Line Officials, and Which Left for Scene of Disaster Immediately Following Announcement That Many Had Gone to Watery Graves, Conveys the Information.

CORPSES PROBABLY WILL BE BROUGHT TO GOTHAM AND HELD PENDING CLAIMING OF THEM BY KIN

Halifax, April 21.—Sixty-four bodies, some of which are identifiable, have been recovered by the cable ship Mackay Bennett, according to wireless reports received here.

The Mackay Bennett was sent to the scene of the Titanic disaster to search for bodies, and reported yesterday that the spot where the liner went down had been reached, and operations would be begun this morning.

The report received here states that several of the bodies were mutilated and decomposed beyond the possibility of recognition, and as they carried nothing by which they could be identified, they were cast into the sea again.

The report does not give the names of those identified.

The scene of the investigation shifted today from this city to Washington, where J. Bruce Ismay and thirty-five men of the Titanic's crew arrived to-night on a special car. They will appear before the Senate investigating committee tomorrow.

Thomas Whitley, a first-class steward, now in St. Vincent's Hospital at a result of his injuries in the wreck, testified his story of yesterday that the crew's last look-out three reported icebergs ahead to first officer Murdoch. Whitley said he learned that such reports had been made to Murdoch from the concentration of two look-outs, who to each other fixed the blame for the wreck while they were rescued.

"No wonder Murdoch shot himself," Whitley quoted one of them as saying. Whitley will be called to Washington to testify before the committee as soon as he is able to leave the hospital.

Another witness, whose story is expected to clear up much of the mystery surrounding the disaster, is Lewis Klein, one of the crew of the Titanic, who is said to have made startling allegations.

Operator Withheld News. Indignation was expressed freely to-day when it was learned that T. W. Hamble, chief engineer of the Marconi Wireless Company of America, admitted he sent a wireless to the operator on the Carthage, telling him to withhold the news of the disaster and sell it on arrival here, while the whole world was in an agony of suspense.

Before leaving for Washington, J. Bruce Ismay, the vice president of the International Mercantile Marine Company, issued a long statement, in which he denied in toto all the charges that have been made against him since the Titanic went down. Mr. Ismay says that many of his actions have been misinterpreted and misconstrued. He says that during the voyage he engaged in no private affairs other than those allowed first-class passengers; that he saw the captain rarely, and that he had nothing to do with the running of the boat. He did not sit at the engine room. He made no suggestion as to the course of the ship, and he says it is absolutely and unquestionably false that he wished the Titanic to make a speed record. He denied that he had said to anybody that he would increase the speed in the ice zone, or words to that effect.

Had No Special Privilege. The Titanic, Mr. Ismay says further, did not at any time attain her full speed. It was not his property, the boat could have reached New York Tuesday night. He admits that he was notified by the Baltic that that boat had sighted ice. Capt. Smith handed him the message. Mr. Ismay says, without any remark on Sunday, April 14, about 8 o'clock. Four hours later Capt. Smith asked Mr. Ismay for the message in order that it might be passed for the information of all officers, and it was done. Mr. Ismay was not dining with friends at 10:30, he says, but was in his berth at that hour. He says he dined with the ship's surgeon at 1:30 Sunday night.

Regarding the telegram sent ordering the crew to be hurried back to England, Mr. Ismay says that his sole desire was to give the men a comfortable and early passage to their homes. He had no desire to get them away from the jurisdiction of the United States. In fact he says he welcomes the investigation.

In spite of the gallantry of hundreds of men, who gave way to "women first," a study of the passenger list shows that 15 women were drowned, among them sixteen first-class travelers. None of the 100 odd survivors were taken to hospitals here in a serious condition.

THAW MAY GO FREE. Pittsburgh, April 21.—Harry K. Thaw, slayer of Stanford White, according to friends of the Thaw family, will be freed from Matteawan in the near future and enter business life in Pittsburgh.

It is declared that so far as Evelyn Thaw is concerned she is satisfied with arrangements and will not oppose the move outlined as planned for the future.

J. BRUCE ISMAY DENIES CHARGES

In Official Statement He Says He Enjoyed No Special Privileges.

New York, April 21.—Denying every charge that has been made against his official or personal conduct in connection with the sinking of the steamship Titanic, J. Bruce Ismay, managing director of the White Star Line, to-night issued a statement in which he said, in part:

"When I appeared before the Senate committee Friday morning, I supposed the purpose of the inquiry was to ascertain the cause of the sinking of the Titanic with a view of determining whether additional legislation was required to prevent the recurrence of so horrible a disaster.

"I welcomed such inquiry and appeared voluntarily without subpoena, and answered all questions put to me by the members of the committee to the best of my ability, with complete frankness and without reserve. I did not suppose the question of my personal conduct was the subject of the inquiry, although I was ready to tell everything I did on the night of the collision.

"As I have been subpoenaed to appear before the committee in Washington tomorrow, I should prefer to make no public statement, out of respect for the committee, but I do not think that courtesy requires to be silent in the face of the untrue statements made in some of the newspapers.

"When I went to board the Titanic at Southampton on April 10 it was my intention to return by her. I had no intention of remaining in the United States at that time. I came merely to observe the new vessel, as I had done in the case of other vessels of our line.

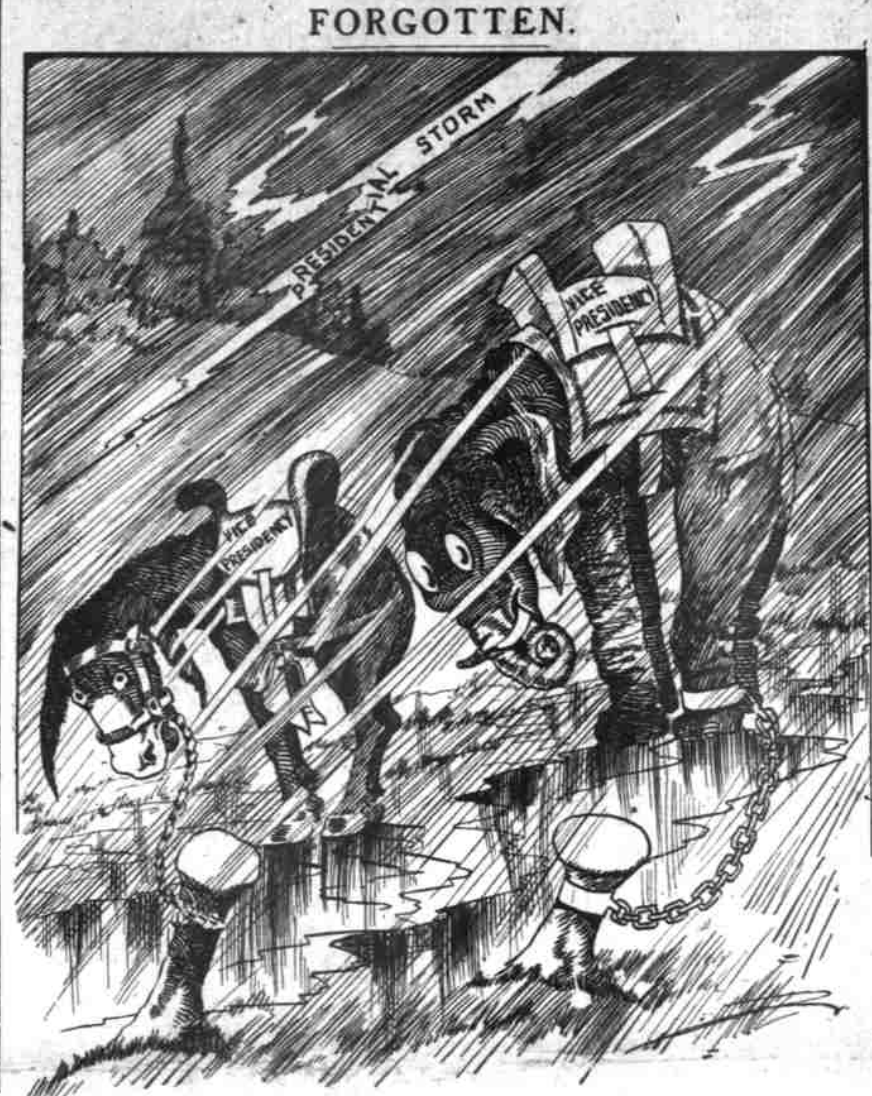
"It is absolutely and unquestionably false that I ever said that I wished the Titanic should make a speed record or should increase her daily runs.

"As I have already testified, at no time did the Titanic during the voyage attain her full speed.

First Time on Bridge. "The statement the White Star Line would receive an additional sum by way of bounty, or otherwise, for attaining a certain speed is absolutely untrue. The White Star Line receives from the British government a fixed compensation of £20,000 per annum for carrying the mails, without regard to the speed of any of its vessels.

"I was asleep when the collision occurred. I felt a jar, went out into the passage in getting out the forward door. I asked Capt. Smith what was the matter, and he said he did not know. I returned to my room. I felt the ship slow down. I then went on the bridge deck. I asked Capt. Smith what was the matter, and he said we had struck ice. I asked him whether he thought it was serious, and he said he did. On returning to my room I met the chief engineer and asked him whether he thought the damage serious, and he said he thought it was.

"I then returned to my room and put on a suit of clothes. I had been in my overcoat and pajamas up to this time. I then went back to the boat deck and heard Capt. Smith give the order to clear the boats. I helped in this work for nearly two hours, as far as I can judge. "By that time every wooden lifeboat on the starboard side had been lowered away, and I found that they were engaged in getting out the forward collapsible boat on the starboard side. I assisted in this work, and all the women that were on the deck were helped into the boat. They were all, I think, third-class passengers. As the boat was going over the side, Mr. Carter, a passenger, and myself got in. At that time there was not a woman on the boat deck. Mr. Carter and I did not get into the boat until after they had begun to lower it away. When the boat reached the water I helped row it, pushing the oar from me as I had sat. This is the explanation of the story that my back was to the sinking steamer. The boat would have accommodated certainly six or more passengers if there had been any on the boat deck to go."



MARSH SUSPECT NEAR COLLAPSE

William A. Dorr, Accused of Killing Rich Lynn Man, May Confess, It Is Said.

ARREST DUE TO A GIRL

Stockton, Cal., April 21.—William A. Dorr, captured here Monday night and accused as the slayer of George Marsh, of Lynn, Mass., is in a state of collapse to-night at the jail, and Chief of Police Riar is firmly of the opinion that he will confess his crime when the opportunity affords.

"But I don't care whether he confesses or not," said the chief.

"With the evidence I have in my possession, documentary and otherwise, and which I cannot at this time divulge, when coupled with the evidence in the possession of the officers at Lynn, his confession is not at all necessary. I am satisfied, however, that when he is apprised of the facts known to the officers he will tell the whole story. He has no idea of the complete chain of evidence that we have against him.

"The murder was committed on the night of April 11, after 10 o'clock. He left Lynn that night for New York, traveling under the name of Wallace A. Dawson. On the 12th he left New York for Chicago, arriving there at 8 o'clock of the same day and taking the first train out for the West. It was his intention to go to San Francisco, lay low there for a few days, and then come to Stockton.

STEAMER SINKS IN COTTON FIELD

Live Stock Lost, but Twenty Refugees Are Saved in Flooded Mississippi.

MANY EXCITING RESCUES

Natchez, Miss., April 21.—The steamer Concordia struck a snag in a flooded cotton field thirty-one miles south of here this morning and sank in ten feet of water.

Three hundred head of live stock were lost, but the twenty passengers, all flood refugees, escaped. Of the live stock were 200 cattle, sixty mules, and forty horses, a total value of \$10,000, some of the horses being blooded animals. The Concordia was making a short cut over a cotton field covered with twelve feet of water. She struck a snag, tilted rapidly, and went to the bottom.

Near Natchez, Miss., last night fifteen persons were drowned when the levee broke at Boush. Some reports say many more perished, and fifteen bodies were recovered.

In the meanwhile, although the numerous breaks have somewhat lessened the flood at other points, it is realized that most of the water must go back into the river and that it will constitute another menace to the rain weakened and caving dikes of the lower stretches from 100 miles above New Orleans to the Gulf. That several of these levees will break is not doubted.

MASKED BANDITS HOLD UP EXPRESS

Passengers of Golden Gate Limited Are Relieved of Money and Valuables.

POSSE IS NOW IN PURSUIT

Chicago, April 21.—Two robbers boarded the Golden Gate Limited on the Rock Island Railroad to-day at Bureau, Ill., wearing masks and carrying revolvers, robbed every passenger on the sleeper Nottingham, and then pulled the rope to signal the engineer to stop.

The robbers then shot a hole through the airbrake hose at the end of the car, thereby setting the emergency brakes. Headed by the Sheriff of Bureau County, a posse is in pursuit, and every farmer in that section of the State is on the lookout.

One of the most daring robberies in the history of train hold-ups, the affair is especially striking in that the highwaymen only robbed the occupants of one car, though there were several other Pullman sleepers on the train and they could have gone through the entire train.

Among the victims is W. L. Leblanc, 140 Broadway, New York; Ed H. (cash), ticket to St. Paul and Tucson, watch and stickpin.

The Golden State Limited left Chicago at 9 o'clock last night, and halted at Bureau for passengers, coal, and water. Just as the porter on the car, Nottingham, was about to close the door of the car at the starting of the train, two men dressed entirely in black with black hats drawn down over their faces and handkerchiefs covering all but their eyes, suddenly stuck a pair of revolvers under the porter's nose.

HUNDREDS OFFER PRAYERS FOR DEAD OF DOOMED SHIP

President and Mrs. Taft Attend Service in Memory of Maj. Butt.

SERMONS ON TRAGEDY

Cardinal Gibbons and Various Pastors Preach on the Power of the Almighty.

With one accord yesterday the voices of thousands of Washington worshippers were lifted in prayer for the souls of the hundreds of passengers who perished in the mighty deep when the Titanic went to her watery grave last Monday morning, and while a mourning spirit pervaded the entire city, its people, possessed by a desire to alleviate the pangs of bereavement, flocked to their churches as to "the shadow of a great rock in a weary land."

Of all the host that entered the comforting portals of the churches, tabernacles, and cathedrals, none felt more poignant grief for the lost than President Taft, who spent the day in prayer. At 9 o'clock yesterday morning he attended St. Paul's Episcopal Church, at 11 o'clock he went to All Souls' Unitarian Church, and at 4:15 o'clock he visited old St. John's Episcopal Church. At All Souls' the President laid a wreath upon the altar.

Society in Pew. The President and Mrs. Taft attended services at St. Paul's in commemoration of Maj. Archibald W. Butt, Secretary of the Treasury MacVeagh's Secretary of War Stimson, Charles D. Hilles, Secretary to the President, and many persons prominent in Washington society, including members of the Diplomatic Corps, were also present.

The service was opened by the singing of "Nearer, My God, to Thee," the hymn which the heroic bandmen on the Titanic played as the ship sank. Rev. Frank Talbot, pastor of the church, took as the text of his sermon, "Greater love hath no man than that he lay down his life for his brother."

"It is not my purpose to dwell at length upon the life, character, and death of the gallant soldier who sacrificed his life for his brother man. This is not the place to speak of the rights of human words, although we are here together in this little church, where our beloved friend was accustomed, it is said, to slip in from time to time to attend early communion service with which his duties did not interfere. But we are here to listen to the words of that Man of Nazareth, centuries ago said that man might live."

At All Souls' the pastor, Rev. U. G. B. Pierce, said: "This is a memorial service, but during the past week our hearts have been taken—we have been strained with so many and so conflicting emotions—that the virtue of this service must be the fact that the forces of science cannot combat the power of God.

Infidelity Is Dumb. In speaking of the action of the passengers taking recourse in prayer before the ship sank, the cardinal referred to their devotion as proof that in the face of death infidelity is dumb. In part he said:

"The Titanic was regarded as man's victory over the bridle of the seas. It was all that human science, human ingenuity could make it. Said to be invulnerable, it is now at the bottom of the ocean.

"The disaster is pre-eminently a rebuke to our pride. Unless God build the house, they who would build, labor in vain. However, God showed mercy to those who went down, for all of them, so the survivors tell us, turned to God in prayer. In face of death infidelity becomes dumb. They were the recipients of God's kindness in that the Almighty gave one and all time to turn to Him in prayer. Many are so unfortunate as to die in their beds without having this blessed privilege.

"It is not those who are lost that are most to be pitied. They are surviving relatives who receive our prayers as frequently as we pray for the repose of the souls of the drowned. Where some are drowned in the waters of the Atlantic, their friends are in the tears of affliction.

In conclusion, his eminence called upon the congregation to join in prayers for the repose of the souls of the drowned, and that the affliction of their relatives and friends may be alleviated.

World Stands Appalled. Rev. George A. Miller, pastor of Ninth Street Christian Church, said: "The world stands appalled by the recent tragedy of the deep. The ocean has conquered. Man has built the greatest vessel the world ever saw, and in his worldly pride considered he was greater than the physical power of the universe. But the pride of the ocean lies at the bottom of the sea. 'Why should the spirit of mortal be proud?' Certainly not because of his physical power.

ISMAY ARRIVES; SENATE INQUIRY GOES ON TO-DAY

White Star Official Eludes Curious Throng and Goes to the New Willard.

WANTS NO PROTECTION

Denies He Has Appealed to the British Embassy—Many Other Witnesses Arrive.

Washington yesterday became the hub of investigation of the causes of the wreck of the Titanic, when a subcommittee of the Senate Committee on Commerce held a conference pending the hearing at 10:30 this morning, when J. Bruce Ismay, managing director of the White Star Line, will be called to the stand.

Accompanied by Vice President F. A. B. Franklin, of the White Star Line, Ismay last night arrived in Washington and registered at the New Willard. A lawyer named Burlingame accompanied the two witnesses. Ismay, well groomed and apparently recovered from the nervousness shown when he began his testimony in New York, made a brief statement. Mr. Franklin also issued a statement.

Senators Have Busy Day. During the arrival of scores upon scores of witnesses subpoenaed from various places to appear here, members of the committee engaged in a quantity of eleventh-hour work, preparatory to the beginning of the hearing to-day. From morning until night the telephone bell in Senator Smith's home rang constantly. Telegrams from New York, Chicago, and other cities arrived by the score.

It was after nine o'clock last night when the last conference of the day was held in the library of Senator Smith's home. There the general line of inquiry was considered by Senators.

Ismay, upon reaching Washington last night, declared that he had not asked the British Embassy to "protect" him against the Senate investigation of the Titanic disaster, as has been reported. He said that he was glad to co-operate with the United States government in seeking the truth.

"I stand ready to render the United States government every assistance in my power in its investigation of the collision," said Mr. Ismay. "I have not sought, on my rights as a British subject, but, on the contrary, welcome the fullest inquiry. I shall

HEADS DISASTER PROBE.



SENATOR WILLIAM ALDEN SMITH

hold myself subject to the wishes of the Senate committee, and will aid it in every way possible."

Mr. Ismay was accompanied by F. A. B. Franklin, Vice President of the White Star Line, and C. C. Burlingame, the company's counsel. Mr. Ismay and Mr. Burlingame were driven to the Willard Hotel in the carriage of Labor Commissioner Charles Neill, who returned on the train with them from New York.

Search White Star Files. Vice President Franklin was asked about the telegram signed by the White Star Line and received by Representative Hughes of West Virginia, last Monday, in which it was stated that the Titanic was being towed to Halifax, and that all of the passengers had been saved.

"That will all come out in the inquiry," said Mr. Franklin, who also volunteered the information that the telegraphic files of the White Star Line are being searched, with view to producing before the committee all messages bearing on the Titanic collision. Besides the officials of the White Star Line and Attorney Burlingame there were on the Pennsylvania train that reached Washington at 8:44 p. m. the surviving officers of the Titanic and thirty-two members of the crew. Deputy Sergeant-at-Arms Cornelius

Continued on Page Four.

By C. H. Lounsbury, Auctioneer, Auction sale Monday, Tuesday, Wednesday, at Gallery, 122 G. N. W. Objects of art, Oriental rugs, antique furniture.